

Message Text

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AMEMBASSY MOSCOW

C O N F I D E N T I A L STATE 167937

E.O. 11652: GDS

TAGS: ETRN, FR, UK, UR, US, GW, GE, WB

SUBJECT: FRENCH MILITARY FLIGHT THROUGH CORRIDORS TO
EAST BERLIN

REF: (A) BONN 11551; (B) BERLIN 1401; (C) STATE 162512;
(D) BONN 12004

SUMMARY: FRENCH EMBOFF MADE DEMARCHE AFTERNOON AUGUST 22
ON PROPOSED FLIGHT ASSEMBLY PRESIDENT FAURE VIA CORRIDOR
TO SCHOENEFELD. DEPTOFF TOOK NOTE FRENCH POSITION, PROMISED
TO STUDY IT, BUT ASKED CLARIFICATION CONTINGENCY PLANS
SHOULD EVENTS NOT FOLLOW SCENARIO ANTICIPATED BY FRENCH.

END SUMMARY

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1. FRENCH EMBOFF (MASSET) CALLED AT DEPARTMENT TO EXPLAIN PROCEDURE BY WHICH FRENCH PLAN ARRANGE FAURE ARRIVE SCHOENEFELD VIA CORRIDOR. FRENCH DO NOT PLAN ASK USUAL PERMISSION LAND SCHOENEFELD. INSTEAD, IN RESPONDING GDR INVITATION TO FAURE FRENCH WILL SIMPLY INFORM GDR THAT FAURE WILL LAND SCHOENEFELD ABOARD FRENCH GOVERNMENT FLIGHT. FRENCH WILL REQUEST MAPS AND TECHNICAL PAPERS REQUIRED FOR LANDING, GIVE AIRCRAFT TYPE AND TAIL NUMBER, LIST COMPOSITION CREW AND PASSENGER NAMES, AND REQUEST ASSISTANCE ONLY (RPT ONLY) FOR LANDING. IF GDR DEMANDS RIGHT CONTROL FLIGHT IN CORRIDOR OR BCZ MASSET SAID FRENCH WOULD RESPOND BY INFORMING GDR THAT FLIGHT WILL LAND AT TEGEL.

2. MASSET CONTENTED GDR WOULD NOT CAUSE DIFFICULTIES BECAUSE FAURE VISIT IMPORTANT FOR GDR'S PRESTIGE PURPOSES. LATER, IN RESPONDING QUESTION (SEE PARA 3 BELOW) MASSET NOTED FAURE HAD RECENTLY VISITED MOSCOW AND HE, MASSET, FELT HE COULD ASSURE USG THAT SOVIETS WOULD OFFER NO OBSTACLES TO PROPOSED FLIGHT PLAN. MASSET CONCLUDED PRESENTATION BY NOTING FRENCH AWARE THEY SEEKING ESTABLISH PRECEDENT BUT BELIEVE IT MOST USEFUL ONE WHICH IN NO WAY WOULD ENDANGER TRIPARTITE LEGAL POSITION ON ACCESS RIGHTS. PARIS FELT STRONGLY THAT TO FLY TO SCHOENEFELD VIA CZECHOSLOVAKIA IN AN OFFICIAL FRENCH AIRCRAFT WOULD ESTABLISH THE ADVERSE PRECEDENT THAT ALLIED AIRCRAFT COULD NOT USE THE CORRIDORS IN REACHING SCHOENEFELD EVEN THOUGH SCHOENEFELD IS LOCATED IN THE BERLIN CONTROL ZONE.

3. DEPTOFF TOOK NOTE FRENCH POSITION AND PROMISED STUDY IT. HE RAISED PROBLEM, HOWEVER, OF POSSIBLE ACTION BY SOVIET FLIGHT CONTROLLER AT BASC TO REFER FLIGHT PLAN AS FILED BY FRENCH TO GDR AUTHORITIES AFTER FAURE'S PLANE IS AIRBORN AND ALL ARRIVAL CEREMONIES LAID ON IN SCHOENEFELD. DEPTOFF STRESSED NEED TO KNOW WHAT FRENCH WOULD DO UNDER SUCH CIRCUMSTANCES SINCE FLIGHT COULD NOT BE ALTERED AT THAT POINT WITHOUT CONSIDERABLE EMBARRASSMENT, A FACT WHICH WOULD BE APPARENT TO SOVIETS. MASSET UNFAMILIAR BASC PROCEDURES BUT AFTER DISCUSSION
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VENTURED OPINION FRENCH WOULD DIVERT FLIGHT TO TEGEL IF SOVIET CONTROLLER ATTEMPTED HAND OVER AUTHORITY FOR FLIGHT CONTROL THROUGH CORRIDOR TO GDR. MASSET STATED, HOWEVER, HE WOULD SEEK CLARIFICATION THIS POINT FROM PARIS.

4. COMMENT: DEPARTMENT CAN SEE SOME ADVANTAGE IN ESTABLISHING PRECEDENT REGARDING USE CORRIDORS TO REACH

SCHOENEFELD UNDER CIRCUMSTANCES FORESEEN BY FRENCH GIVEN
LONGSTANDING SOVIET OBJECTION TO INTERNATIONAL FLIGHTS
VIA CORRIDORS AND SOVIET CONTENTION THAT CORRIDORS ARE
ONLY FOR USE IN SUPPLYING WESTERN GARRISONS. MOREOVER
THE ALLIED POSITION (CONSISTENTLY REJECTED BY SOVIETS)
THAT FLIGHTS TO AND FROM SCHOENEFELD VIA THE CORRIDORS
LIE WITHIN COMPETENCE AND CONTROL BASC WOULD BE
STRENGTHENED IF NOT CLEARLY ESTABLISHED. HOWEVER,
CLEARCUT CONTINGENCY PLANNING MUST BE AGREED TO ON
TRIPARTITE BASIS IN ADVANCE TO AVOID POSSIBLE TRAPS
SUCH AS LAST MINUTE SOVIET TURN OVER TO GDR. DEPARTMENT
REQUESTS ACTION ADDRESSEES' COMMENTS FRENCH PROPOSAL,
FOCUSING PARTICULARLY ON TECHNICAL ASPECTS OF FLIGHT
CLEARANCE AND AIR TRAFFIC CONTROL WHERE PROBL S MIGHT
DEVELOP AND AGAINST WHICH CONTINGENCY PLANS SHOULD BE
LAID. ROGERS

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